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NOTHING IN BUT THE TIDE.

IT IS PRETTY QUIET ALONG THE HARBOR WHARVES THIS MORNING.

This morning was pretty quiet along the water front, nothing in the line of fresh fish having arrived yesterday except the catch of the gill netters which was somewhat smaller than usual, many of the small boats getting short fares.

The fleet got underway this morning also several of the shore boats, taking advantage of the excellent weather conditions to reach the grounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Arethusa, via Boston.
- Str. Ibsen, gill netting, 2200 lbs. fresh fish.
- Str. Quoddy, gill netting, 1000 lbs. fresh fish.
- Str. Naomi Bruce, gill netting, 2000 lbs. fresh fish.
- Str. Mindora, gill netting, 500 lbs. fresh fish.
- Str. Margaret D., gill netting, 2000 lbs. fresh fish.
- Str. F. S. Willard, gill netting, 2000 lbs. fresh fish.
- Str. Prince Olaf, gill netting, 800 lbs. fresh fish.
- Str. Nomad, gill netting, 2000 lbs. fresh fish.
- Str. Enterprise, gill netting, 2000 lbs. fresh fish.
- Str. Bethulia, gill netting, 2200 lbs. fresh fish.
- Str. Venture, gill netting, 1800 lbs. fresh fish.
- Str. Rough Rider, gill netting, 1000 lbs. fresh fish.

Vessels Sailed.

- Sch. Lillian, haddocking.
- Sch. Frances, V. Sylvia, haddocking.
- Sch. Lillian, cod netting.
- Sch. Little Fannie, haddocking.

Feb. 16.

Big Fish Shipments.

There is now over 26,000 quintals of fish afloat in St. John's, N. F., harbor awaiting favorable winds to send the vessels to their destinations. This fish comprises the cargoes of the following ships: E. S. Hocken, Job Bros. & Co., Limited; Atilla, Balne Johnstone & Co.; Clutha, Bishop & Sons; General Laurie, Alan Goodridge & Sons; Waterville, Bowring Bros.; and Nellie Louise, Bowring Bros. The total amount of their cargo is 11,245 whole drums and 26,941 half drums, containing nearly 26,000 quintals. During the past 10 days over 30,000 quintals have been sent to other ports by the steamers Florizel and Almeriana and barquentines Dunure, Olinda and Rosina. When these start there is every promise of an exciting race, the possibilities of which are creating much discussion amongst the owners, captains, crews and seafaring men generally. All the ships are bound for Pernambuco and will be leaving within a few hours of each other.

Feb. 16.

CHECK LARGEST YET ON RECORD.

MONSTER FARE OF SCH. ARETHUSA STOCKED \$3315 AND CREW SHARED \$78.77.

When sch. Arethusa, Capt. Clayton Morrissey, settled for his recent monster fresh fare landed at Boston this week, he took a check for \$3315.39, which is the largest ever given at the T wharf exchange for a fresh haddocking trip, and as far as is known the largest of any sailing vessel in this branch of the fishery.

As a result of the fancy stock, the crew shared \$78.77 for their part of the trip, on which they were 11 days out.

Capt. Morrissey has made a fine start on his initial trip, and all eyes are turned on the "king of the bank ing fleet", who no doubt will be heard from again before long.

Feb. 16.

SOME MAY COME DOWN WITH FISH

T WHARF THIS MORNING HAS MUCH MORE THAN IT WANTS.

T wharf dealers were pretty well stocked with fresh fish this morning by the arrival of a large portion of the off shore fleet, all of whom brought in big fares for market.

Some of the trips may come here on account of it being the week-end, rather than lay over until the first of the week. The large fares are schs. Gladys and Nellie, 76,000 pounds, Pontiac 60,000 pounds, Fannie E. Prescott 60,000 pounds, Slade Gorton 56,000 pounds, Esperanto 56,000 pounds, Van-essa 61,000 pounds, John J. Fallon 70,000 pounds, Virginia 55,000 Conqueror 65,000 pounds and the steam trawler Surf 48,000 pounds. Sch. Mary B. Greer has a good fare for a short trip, hailing for 26,000 pounds, 19,000 pounds of which are hake.

Off shore haddock brought \$1.50, and shore haddock up to \$3.90 a hundred weight. Large cod quoted at \$4, market cod, \$2 to \$4, hake, \$4 to \$6, pollock, \$3 to \$3.75 and cusk, \$2.

Boston Arrivals.

The fares and prices in detail are:

- Sch. Annie and Jennie, 6500 haddock.
- Steamer Surf, 45,000 haddock, 3500 cod.
- Sch. Gladys and Nellie, 25,000 haddock, 48,000 cod, 3000 hake.
- Sch. Pontiac, 30,000 haddock, 28,000 cod, 2000 hake.
- Sch. Fannie E. Prescott, 25,000 haddock, 27,000 cod, 2000 hake, 6500 pollock.
- Sch. Slade Gorton, 40,000 haddock, 6000 cod.
- Sch. Esperanto, 50,000 haddock, 6000 cod.
- Sch. Vanessa, 48,000 haddock, 13,000 cod.
- Sch. John J. Fallon, 60,000 haddock, 10,000 cod.
- Sch. Virginia, 30,000 haddock, 23,000 cod, 1000 hake.
- Sch. Patrician, 50,000 haddock, 11,000 cod.
- Sch. Thomas J. Carroll, 5500 haddock, 1000 cod, 4500 pollock.
- Sch. Sadie M. Nunan, 6500 haddock, 500 cod.
- Sch. Olive F. Hutchings, 8000 haddock, 500 cod.
- Sch. Mary E. Silveira, 4000 haddock, 500 cod.
- Sch. Mary B. Greer, 3000 haddock, 1200 cod, 19,000 hake, 2500 cusk.
- Sch. Mary P. Goulart, 9000 haddock, 400 cod.
- Sch. James and Esther, 6000 haddock, 200 cod.
- Sch. Conqueror, 60,000 haddock, 4000 cod.
- Sch. Yankee, 6500 haddock, 500 cod.

Haddock, \$1.50 to \$3.90 per cwt.; large cod, \$4; market cod, \$2 to \$4; hake, \$4 to \$6; pollock, \$3 to \$3.75; cusk, \$2.

"SUPERVISED" FISH.

Harbor Grace, N. F., Standard Has Words on New Treasury Ruling.

The Harbor Grace Standard comments upon the recently promulgated American regulations respecting "supervised" fish in these terms:

"The importation of fresh cod and other fish caught in Newfoundland and Canadian waters into the United States is a business we should like to see built up more, except indeed fish be used too largely for bait purposes. But as we have often said, our chief aim should be not to send abroad the raw material, either fresh, half cured or cured, but to have it manufactured in the country so as to give more employment to our people, particularly to our young people, that are leaving us in such numbers to get a living in other lands and to build these lands up. By a skillful combination of prohibitory laws and of inducements, American outside capital can be brought here to set up fish factories. If we and the Gloucester packers and fish-catchers want to take advantage of the arrangement, it should give an impetus to our fisheries, which will no doubt accrue to the benefit especially of the fishermen.

Feb. 16.

VALUE OF THE CANADIAN FISHERIES.

Year Just Passed Excelled Previous Ones by Small Margin.

In the report of the deputy minister of fisheries or the fisheries of Canada for the year 1910-11, he speaks as follows, regarding the extent of Canada's fisheries and the catch as compared with former years.

To say that Canada possesses the most extensive fisheries in the world is no exaggeration, moreover, it is safe to add that the waters in and around Canada, contain the principal commercial food fishes in greater abundance than the waters of any other part of the world. The extraordinary fertility of what may be called our own waters is abundantly proven by the fact that, apart from salmon, all the lobsters, herring, mackerel and sardines, nearly all the haddock, and many of the cod, hake and pollock landed in Canada are taken from our territorial waters.

Has 5000 Miles of Coast Line.

The coast line of Atlantic provinces, from the Bay of Fundy to the Straits of Belle Isle, without taking into account the lesser bays and indentations, measures over 5000 miles; and along this great stretch are to be found innumerable natural harbors and coves, in many of which valuable fish are taken in considerable quantities with little effort.

The fisheries of the Atlantic coast may be divided into two distinct classes—the deep-sea and the inshore or coastal fisheries. The deep-sea fishery is pursued in vessels of from 10 to 100 tons, carrying crews of from 12 to 20 men. The fishing grounds worked on are several banks which lie from 20 to 90 miles off the Canadian coast.

The inshore or coastal fishery is carried on in small boats with crews of from two to three men; also in a class of small vessels with crews of from four to seven men. The most extensive lobster fishery known is carried on along the whole of the eastern shore of Canada, whilst excellent oyster beds exist in many parts of the Gulf of St. Lawrence, notably on the north coast of Prince Edward Island, and in the Northumberland Straits.

The total market value of all kinds of fish and fish products taken by Canadian fishermen, in both the sea and inland fisheries, during the fiscal year, ended March 31, 1911, amounted to \$29,965,433. This total is the highest yet reached in any one year in the history of the fisheries of Canada, being \$336,263.32 greater than that of the preceding year, which was a record one. To the total, the sea fisheries contributed \$26,122,596 and the inland fisheries \$3,842,596.

Boats and Men Employed.

In obtaining these results, there were employed 1680 vessels and tugs and 38,977 boats, the whole being manned by 68,610 men; while 24,978 persons were employed in the various canneries and fish-houses, etc., on shore, in the preparation of the fish for market. From all this, it will be seen that almost 100,000 people were directly employed in this great industry.

Gasoline engines are being freely used as a means of propulsion for boats in the inshore and inland fisheries. During the year under review, there were 4588 fishing boats using

such engines. The following table shows the value produced by the fisheries of each province, in its respective order of rank, with the increase or decrease as compared with the year 1909-10.

Nova Scotia, \$10,119,242, increase \$2,038,131; British Columbia, \$9,163,235, decrease \$1,151,520; New Brunswick, \$4,134,144, decrease \$542,171; Ontario (est.) \$2,026,121, decrease \$151,692; Quebec, \$1,692,457, decrease \$115,961; Manitoba \$1,302,779, increase \$299,394; Prince Edward Island, \$1,153,708, decrease \$43,838; Saskatchewan, \$172,903, decrease,

\$677; Yukon, \$188,365, increase, \$4,711; Alberta \$82,460, decrease \$102. Totals, \$29,965,433. Net increase, \$336,263.

Nova Scotia, it will thus be seen, has again taken its place at the head of the list of fish-producing provinces, with a phenomenal increase over the previous year.

The value of the British Columbia fisheries, although it shows quite a large decrease from that of the year before, is yet \$2,698,197 ahead of that of the year 1908-9. Unfortunately New Brunswick, Prince Edward Island and Quebec have again fallen behind.

Halibut Catch on the Increase.

Halibut maintains a steady increase from year to year. A very striking falling off in the value of mackerel is recorded, the total value for 1901-11 being not more than half the average value of the last 20 years. The Nova Scotia coast is almost entirely responsible for the big decrease. It is rather interesting to note in this connection that Prince Edward Island produced a value considerably in excess of that of the previous year.

It is difficult to assign a cause for such a falling off in this fishery, but there can be no doubt that the means of capture in common use had a good deal to do with it. Schools of mackerel are erratic in their movements, swarming into bays and harbors in the course of some seasons, and practically deserting them during others. In the latter event there can be only one result, namely, a diminished catch—even though the fish may be plentiful a few miles off shore—owing to the fact that the fishing gear is largely fixed close to the shore.

During the year 1910-11 there were employed in the actual work of fishing in the whole of Canada 3521 men on board of vessel and 60,089 in boats. In canneries and fish houses of various kinds on shore there were employed in the work of cleaning and preparing the fish for market, 24,978 persons, making a grand total of those directly engaged in the work of the fisheries of 93,588. This shows an increase of 590 men in vessels, a decrease of 634 men in boats, and an increase of 3,284 in the number of fish-workers on shore.

In addition to the foregoing, there were many persons employed in connection with the fisheries, in a more indirect way, such as coopers, teamsters, boat-builders, net and rope-makers, etc., who are not taken into account in making up the returns.

The estimated total capital invested in the fisheries of Canada amounted to \$79,079,870. Of this sum, \$17,242,469 was invested in common with the sea fisheries, and \$1,777,401 in connection with the inland fisheries. Of the total \$5,512,621 represents the value of vessels and boats, while \$13,507,249 stands for the value of fishing gear, canneries, fish-houses and other fixtures necessary to the carrying on of the industry.

MANY A FISHING CRAFT AFFECTED

Pill Pending Calls For Engineers and Pilots on Motor Craft.

First it is reciprocity, then beam trawling, and with a battle just underway on the latter now comes another obstacle which the Gloucester fishermen must fight which has just been discovered in what at first seemed a harmless piece of legislation in a bill now before Congress.

The bill which would amend the act of June 9, 1910 relative to preventing collisions at sea and regulating certain motor crafts on navigable waters has a very broad scope and should it pass, all fishing crafts of 40 feet or over, whether motor or auxiliary types would in the future be navigated by engineers and pilots licensed by the steamboat inspector service.

Under the title of "A bill to amend an act entitled, 'an act to amend laws for preventing collisions of vessels and to regulate the equipment of certain motor boats on navigable waters of the United States,' approved June 9, 1910," the proposed legislation reads:

Be it enacted by the senate and house of representatives of the United States in Congress assembled, that section five of the act entitled, "an act to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats on the navigable waters of the United States," approved June 9, 1910, be amended by substituting for the words, "provided that motor boats shall not be required to carry licensed officers except as required in this act," the following: "Provided, that when carrying freight or passengers for hire, or engaged in fishing as a regular business, motor boats of class three and vessels 65 feet or more in length, propelled by machinery other than steam, shall not be operated or navigated unless in charge of engineers and pilots licensed by the steamboat inspection service in the manner now provided by law for the examination and license of engineers and pilots and such engineers and pilots shall be subject to the laws and regulations now applicable to licensed engineers and pilots of steam vessels. Any such motor boat or said vessel operated or navigated in violation of this proviso, shall be subject to the penalty provided in section 7.

And provided further that motor boats shall not be required to carry licensed officers except as provided in this act of June 9, 1910, entitled, "An act to amend the laws for preventing collision of vessels and to regulate equipment of certain boats in the navigable waters of the United States" as hereby amended.

This act shall take effect four months after the date of its approval. Owners and masters are viewing with alarm the proposed amendment and that they intend to fight it to the finish is apparent from the expressions of opinions that have been voiced the past few days.

A well known captain who was about to purchase a small auxiliary craft a few days ago was informed of the proposed law by a friend and after looking over the situation reconsidered his determination to buy until Congress decides what it will do with the bill.

A special meeting of the Master Mariners' Association was held yesterday afternoon and took action on the matter. At other places along the coast there is said to be much opposition to the bill, and it is likely that similar action will be taken by organizations at these places.

Feb. 16.

Portland Fish Notes.

About all of the Portland fishing vessels came in Wednesday, most of them having small fares, but the aggregate landed, including that brought in by the boat fishermen, footed up about 75,000 pounds. The crews report the weather conditions on Tuesday as being responsible for the small catches made, the wind blowing strong with a choppy sea. Capt. Doggett of sch. Topsail girl is so disgusted with his luck that he has hauled his vessel up at Union wharf and will not refit until it is time to start out halibuting, about the middle of March.

ONE CARGO OF FROZEN HERRING.

ONLY FISH RECEIVED AT THIS PORT EXCEPT FROM THE GILL NETTERS.

Sch. Jennie B. Hodgdon is the only off shore craft here today. The craft brings a cargo of 850 barrels of frozen herring from Port aux Basques, which were shipped overland from Bay of Islands and are consigned to the Cunningham & Thompson Company, owners of the vessel.

Only a few of the gill netters did anything yesterday, several of the fleet not lifting at all. On account of the heavy ice, the shore boats and gasoliners have been tied up the past few days.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Jennie B. Hodgdon, Port aux Basques, 350 bbls. frozen herring.
Steamer Quoddy, gill netting, 1000 lbs. fresh fish.
Steamer Rough Rider, gill netting, 800 lbs. fresh fish.
Steamer Margaret D., gill netting, 1500 lbs. fresh fish.
Steamer F. S. Willard, gill netting, 2500 lbs. fresh fish.
Steamer Nomad, gill netting, 1800 lbs. fresh fish.
Steamer Bethulla, gill netting, 2000 lbs. fresh fish.
Steamer Venture, gill netting, 800 lbs. fresh fish.
Sch. Harriet, shore.
Sch. Belbina P. Domingoes, shore.
Sch. Mary E. Silveira, shore.
Sch. Jorgina, shore.
Sch. Jeannett, shore.
Sch. Valentinna, shore.
Sch. Harmony, shore.
Sch. Walter P. Goulart, shore.
Sch. Emily Sears, shore.
Sch. Little Fannie, shore.
Sch. Rebecca, shore.
Sch. Azorean, shore.
Sch. Mary DeCosta, shore.
Sch. Lillian, returned.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
Haddock, \$1.75.
Pollock, \$1.75.
Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
Hake, \$1.87 1-2.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk, 60c.
Hake, \$1.45.
Dressed pollock 90c; round 80c.
Bank halibut 11c per lb. for white and 9 1-2c per lb. for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.75 per cwt.
Fresh herring, \$2.50 per bbl.
Frozen squid, \$3.75 per cwt.

Feb. 16.

Big Demand for Motors.

The demand for motors in this province is well evidenced by the prosperity of a concern at New Glasgow, says the "Maritime Merchant" of Halifax, N. S. Last year this concern had to turn down 90 orders for engines simply because their plant was not large enough to handle this business. They have in already this season enough orders to keep them steadily working for six or eight months at their present capacity, and the Newfoundland market, which is practically a virgin market, is open and clamorous for gasoline engines.

A QUARTETTE OF OFF SHORES.

BROUGHT FINE COD AND HADDOCK TRIPS TO T WHARF TODAY.

Although Saturday is generally a pretty quiet day at T wharf for the fish dealers, four off shore crafts were there this morning all with good fares.

Sch. Mary F. Curtis has a dandy trip, hailing for 85,000 pounds. The others are schs. Aspinet with 79,000 pounds, Mildred Robinson, 77,000 pounds and Rex, 75,000 pounds. The Curtis has a few halibut, hailing for about 2000 pounds and the Rex, 2500 weight.

Haddock sold from \$1.60 to \$2.80 a hundred weight, large cod, \$4.25 to \$4.50, market cod, \$2.25, hake, \$2.50, pollock, \$2.50, cusk \$1.25 and halibut, 13 1-2 cents right through.

Boston Arrivals.

The fares and prices in detail are:
Sch. Aspinet, 58,000 haddock, 18,000 cod, 300 hake.
Sch. Mildred Robinson, 36,000 haddock, 34,000 cod, 5000 hake, 2000 pollock.
Sch. Mary F. Curtis, 65,000 haddock, 18,000 cod, 2000 halibut.
Sch. Rex, 60,000 haddock, 12,000 cod, 2500 halibut.

Haddock \$1.60 to \$2.80 per cwt.; large cod, \$4.25 to \$4.50; market cod, \$2.25; hake, \$2.50; pollock, \$2.50; cusk, \$1.25.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3.
Eastern halibut codfish, large, \$4.75, mediums, \$4.25.
Haddock, \$1.50.
Pollock, \$1.50.
Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.
Hake, \$1.50.

Fresh Fish.

Haddock, \$1 per cwt.
Peak cod, large, \$2.15, medium, \$1.75, snappers 75 cts.
Western cod, large, \$2.25, mediums, \$1.85, snappers 75 cts.
All codfish not gilled, 10 cts. per 100 pounds less than the above.
Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.
Bank halibut, 8 1-2 cts. per lb. for white and 9 1-2 cts. for gray.

Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.
Newfoundland frozen herring, \$2.75 to \$3.25 per cwt.
Shore frozen herring, \$2 to \$3 per bbl.
Frozen squid, \$3.75 per cwt.

Portland Fish Notes.

Sch. Claudia of this port which discharged her trip of halibut at Portland, took on bait Thursday at the Portland Cold Storage plant and will make another trip to Brown's Bank before returning to her home port. In spite of the warmer weather the schooner's decks are still partially covered with ice although the crew have done a lot of chopping in the three days they have been in port.

Feb. 17.

WITH FARES OF HADDOCK.

TWO CRAFTS IN HERE ONE WITH BOOM AND GAFF BROKEN.

Sch. Thos. S. Gorton arrived here this morning with her main boom broken and her mainsail torn, the accident having taken place a few days ago on Georges during a blow, so that it was necessary to leave the grounds and come home to repair the damage. The craft has about 30,000 pounds of fresh fish, which sold to the Gloucester Fresh Fish Company.

Sch. Laverna, Capt. Albert Larkin, arrived yesterday afternoon from Georges with a fine fare, consisting of 90,000 pounds of fresh fish, which also sold to the Gloucester Fresh Fish Company.

None of the gill netters lifted yesterday, as none of the small crafts ventured out, while the steamers came in after having gone outside a short distance.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Laverna, haddock, 90,000 lbs. fresh fish.
Sch. Thos. S. Gorton, Georges, 30,000 lbs. fresh fish.
Sch. Mary DeCosta, shore.
Sch. Emily Sears, shore.

Vessels Sailed.

Sch. Arethusa, haddock.
Sch. Rob Roy, haddock.
Sch. Walter P. Goulart, haddock.
Sch. Harmony, haddock.
Sch. Lillian, haddock.
Sch. Frances V. Sylvia, haddock.
Sch. A. D. Story, Georges.
Sch. Pauline, Georges.
Br. sch. Mary A. Whalen, Boston.

Feb. 19.

WILL CONFER ON REGULATIONS.

Canadian Marine Minister at Washington to Settle Few Points.

Hon. J. D. Hazen, Canadian minister of Marine and Fisheries, left Ottawa yesterday for Washington to confer with Ambassador Bryce and United States officials in reference to the regulations governing the North Atlantic fisheries of Canada and Newfoundland. The Hague Tribunal award contained a proviso that regulations based on that award and affecting United States fisheries should be first subject to conference between the representatives of the countries concerned.

Falling agreement, the points in dispute are to be referred to the adjudication of an independent tribunal to be appointed under the provisions of the award.

Mr. Hazen's mission is to finally clear up a few minor matters connected with the carrying out of the Hague award in this particular. It is expected that an agreement can be reached with the United States without the necessity of recourse to any further tribunal as provided for.

Mr. Hazen will also take up with the American authorities the long-standing question of bringing into effect the international agreement respecting the joint control of fisheries in boundary waters. He was accompanied by E. L. Newcombe, Deputy Minister of Justice.

Feb. 19.

CRAFT MAKING GOOD RECORD.

SCH VICTOR AND ETHAN 48 DAYS REACHING STRAITS OF MAGELLAN.

The progress of the auxiliary fishing sch. Victor and Ethan from Boston to Seattle, round the Horn, is attracting considerable attention from fishermen and yachtsmen, for it has the essentials of a yacht race against time. Capt. Robert Lathiege, the navigator, who was last year mate of Demarest Lloyd's schooner yacht Seneca, will get the prize of a hat from Capt. Thomas Somers of the Seneca, formerly a well known fishing master of this port, if he gets his vessel to Seattle within 100 days from the time she left Boston.

A few days ago, Capt. Somers received a letter from Capt. Lathiege, dated December 28, at the Straits of Magellan, which said that the Victor and Ethan was then out of Boston 47 days, 17 hours, 37 minutes and that the captain had great faith that he would yet wear Capt. Somers' hat.

The distance covered was 7877 miles, not quite half the trip. "Not a rope yarn parted and all well," was also cheering news.